GRUMMAN plane news

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Family Day at Calverton

They came . . . they saw . . . and there were some who even took off at Family Day '74, held June 16 at the Calverton facility. More than 25,000 people visited the big Grumman-Navy site, home of final assembly, checkout, test, and delivery operations for Grumman Aerospace. Among those on hand for the occasion were Joe and Dorothy Gavin who spent the day touring the plants, examining the various exhibits, and chatting with other Grummanites and their families. Later in the day, George Skurla got a slightly different view of Family Day — his was more bird's-eye. Skurla is shown climbing into an F-14 with Test Pilot Pete Tumillo. For more on Grumman families and Family Day '74, please turn to pages 5-6-7.

Stuart production team earns praise for Mohawk 'mod' job

HANAU, GERMANY — A 10-man Grumman Aerospace team returned to the United States last week following completion of a special modification to install the first dual controls on an OV-1D aircraft in Europe. (The right seat is normally occupied by a surveillance equipment operator.) The Army's twin-turbine surveillance plane can now be used for training Mohawk pilots of the 73rd Military Intelligence Company based at Hanau Army Airfield, situated on Fliegerhorst Kaserne in Germany.

Paul McDermott, a Grumman Field Service representative based at Bethpage, New York, headed the 10-man stateside production contingent that included five electricians, a rigger, a sheetmetal mechanic, and two avionic technicians—all of whom are permanently based at Plant 77, Grumman Aerospace's facility at Stuart, Florida. In commenting on the conversion, McDermott noted that the dual controls should make 73rd instructor pilots feel a little more "comfortable" when checking out new unit pilots in the Grumman OV-1D. Without right-seat controls, reflected McDermott, "they couldn't have been too happy."

Design improvements

Just as important, McDermott emphasized, were the electrical and mechanical design improvements made by the team on the 73rd's standard OV-1D aircraft. One of the changes enhances both the reliability of the Mohawk's inertial navigation system (INS) and the data annotation system which provides a printout of time and map coordinates on photos or imagery taken during surveillance missions. In addition, a Grumman-designed modification will enable a pilot to fly his aircraft back to base safely during electrical power failures—even in the unlikely event of a complete aircraft electrical power failure—during any kind of weather. A nickel cadmium battery will provide the necessary power to flight indicators for up to four hours' flying time in such an emergency.

To initiate the modifications, McDermott points out, numerous Grumman engineering and procurement records were snapped since it took only seven weeks from the initial design phase until the modification team arrived in Europe.

The OV-1D, most advanced model of the Grumman Mohawk, can be fitted with side-looking airborne radar (SLAR), infrared, and aerial photographic equipment to perform its surveillance missions for the 73rd Military Intelligence Company. The 73rd, headed by Major Franklin Griswold, consists of 199 enlisted men, 12 commissioned officers, and seven aviation warrant officers. The 73rd's pilots have accumulated nearly 37,000 flying hours —an average of nearly 2,000 hours per man—with seven of them having more than 1,000 hours in the Mohawk.

(Continued on page 11)

Pierce elected Vice President

On June 21, Clint Towl, Grumman Corporation Chairman of the Board, announced the election of Lawrence Pierce as Vice President - General Counsel, and Lloyd Lee as Assistant Secretary of the parent corporation.

Larry Pierce

For 14 years prior to his joining Grumman in 1970, Pierce was with Foremost-McKesson, Inc., New York City. A graduate of Fordham College and of Fordham Law School, Pierce joined the Company as Grumman Corporation Assistant Secretary and corporate law specialist. In January 1973, he was appointed General Counsel for

(Continued on page 3)

Grumman courts Air Force on EF-111A

The Air Force and Grumman Aerospace have been seeing a lot of each other lately, in connection with Grumman's seven-month study contract to install the ALQ-99 tactical jamming subsystem—the same type used in the EA-6B Prowler—into the F-111A.

A further contract for development of two prototype planes will be awarded at the end of 1974 and Grumman's been leaving no doubt in anyone's mind that the multi-million dollar contract represents an important job for the company.

The Air Force has been following the development of the Grumman work with active interest. Top Air Force officials have been frequent visitors to Bethpage and Calverton. Last month Grumman Aerospace Chairman Joe Gavin played host to the Air Force at Calverton. The Air Force group, headed by Assistant Air Force Secretary Walter LaBerge, viewed several of the supporting functions for the EF-111A project, including the anechoic chamber, systems test integration site and the EF-111A cockpit mockup.

Discussing the EF-111A project at the May meeting (above) are, from left: Lt. Gen. Alfred Starbird USA (Ret.), deputy director (Test and Evaluation) DDR&E; Grumman Aerospace Chairman Joe Gavin; Lt. Gen. William Evans USAF, deputy/chief of staff (Research and Development); Tom Street, EF-111A program manager; R. H. Sherer, deputy for technical information systems, Assistant Secretary Air Force/R&D; Bob Miller, director, EW Programs, the Honorable Walter B. LaBerge, Assistant Secretary of the Air Force for Research and Develoment.

The most recent meeting June 13 was at Bethpage and featured a Grumman presentation on progress to date on the EF-111A. Some scenes from that meeting:

From left: Grumman Aerospace Chairman Joe Gavin; Brig. Gen. R. Henry, director of requirements Tactical Air Command.

From left: Maj. Gen. R. T. Marsh, deputy chief of staff (Systems), Air Force Systems Command; G. E. Thompson, deputy director, Air Force Programs; I. G. Hedrick, senior vice president, Grumman Aerospace, and Alexander Alexandrovich, vice president, Grumman Aerospace.

Plane talk. Lt. Col. J. L. McKenna, system program director, USAF; Col. Frank Gabreski USAF (Ret.), Grumman Aerospace Corp.; A. Maleske, SPO chief systems director; Maj. Gen. R. T. Marsh, deputy chief of staff (Systems), Air Force Systms Command.

July 4 schedule Ad Supplement

Due to Independence Day, Plane News will be published Monday, July 15. We wish you a happy and safe Fourth!

The Plane News Advertising Supplement will be available at ESO offices July 3. You can pick yours up then.

The supplement will continue to list a variety of items such as boats, cars, fish tanks, motorcycles and houses for rent and sale.

Field site execs meet June 17-21

Grumman field base administrators from every part of the United States met at Bethpage, June 17th to 21st to exchange information and learn about Grumamn programs and how they affect their operations.

The once yearly gathering was opened with a welcome speech by Tom Rozzi, vice president, Security & Personnel Services.

The meeting, chaired by John Marshall, Director of Field Administration & Liaison, covered a broad range of programs, new and revised, and brought forth a wealth of commentary and questions from the administrators.

The week's discussions were headed up by a topic very much on everyone's mind now, accommodations and special provisions for Grumman's Iran contingent.

The agenda for the rest of the week covered the gamut from the Grumman Athletic Association, the Credit Union, time records, insurance, the improved Investment Plan, to skill codes, retirement/pensions and commercial travel.

A different resident Grumman "expert" briefed the administrators on each topic and responded to the many questions of the group.

By the end of the week of briefings and discussions, all administrators were able to carry back to their field sites an up-to-date and comprehensive understanding of Grumman policies and programs.

Medic Alert: It may save a life

Every day millions of Americans play a kind of Russian Roulette with their lives.

According to the American Medical Association, that is the number of people who have over 200 hidden or special medical problems — including potentially fatal allergies to drugs, diabetes, epilepsy, heart disease, etc., that can be missed in an emergency unless the doctor knows the condition exists.

But with dangerous optimism, these people go about their daily lives, travel all over the world, and vacation in the remotest areas convinced that accidents and the unexpected only happen to the other fellow.

Medic Alert, the emergency identification system, has saved the lives of thousands as the Medic Alert emblem communicated hidden medical situations to emergency personnel when the member could not.

The emblem, worn on the wrist or around the neck, lists the medical problem(s) of the wearer, his or her file number, and a 24-hour emergency phone number in Turlock, Calif. At Medic Alert headquarters an emergency file for each member is maintained. Within seconds after receiving a collect call from emergency personnel, Medic Alert relays vital information that can help save a member's life.

Medic Alert Foundation is a nonprofit, charitable, tax-exempt organization that provides this lifetime service for $7.00. With Medic Alert affiliate organizations in 15 countries, the emblem is recognized worldwide. There are one half-million Americans who are members of Medic Alert but an additional 40 million — according to AMA estimates — are still to be reached.

If you are interested in learning more about Medic Alert, write to:

Medic Alert Foundation
International
P.O. Box HO
Turlock, California 95380

And whenever you may be called upon to be a Good Samaritan or are in any way involved with someone who may be unconscious, remember to look for a Medic Alert emblem — it will help you, and help someone else in real need.

Bierwirth welcomes 1974 scholars into Grumman family

Grumman Engineering Scholarship winners for 1974 were honored at a luncheon held in their behalf at the Holiday Manor on June 13. The 11 scholars and two alternates, accompanied by their high school principals and guidance counselors—and in the case of Grumman dependents, by their fathers — were welcomed into Grumman Corporation by President Jack Bierwirth. Also on hand to greet the scholars were Grumman Aerospace President George Skurla; Vice Chairman of Grumman Aerospace Board, Bill Zarkowsky; Captain Robert Belter, NAVPRO at Grumman; Jack Rettaliata, Grumman Corporation Vice President - Public Affairs; and Larry Mead, Grumman Aerospace Vice President - Technical Operations.

Eye on the future. Grumman Corporation President Jack Bierwirth discussed the future of the company and the many challenging and rewarding opportunities for scholars at the 31st annual scholar luncheon. Pictured are the Grumman dependent winners and alternate: (L-R) David Maurer, Michael Wengler, Gary Katzenstein (alt.), Karen Hansen, and Stephen Moreira.

From scholars present

Bill Wenzel, administrator of the scholarship program, introduced former scholars as living proof that there is room at the top for qualified Grumman scholars. The two most prominent members of the Grumman scholar alumni were from the class of '46: Grumman Aerospace Vice President - Space Programs, Tom Kelly, and Grumman Corporation Vice President-Development, Pete Viemeister. One member of the '49 class, Dave Holtzje, is presently director of Grumman Data Systems operations. Dr. Dick Oman, a '51 scholar, is director of Fluid Dynamics for Grumman Aerospace. And two more recent scholars from the class of 1966 were introduced: Randy Sablich of Contracts, and Robert Schenck of Electrical and Electronic Design.

Earlier in the day, each winner was introduced to Clint Towl, Grumman Corporation Chairman of the Board, and Joe Gavin, Grumman Aerospace Board Chairman, and received a leather-bound Scholarship Certificate. They then toured the F-14 Operational Flight Trainer area at Plant 4 before departing for the luncheon.

During his talk, Jack Bierwirth, the key speaker at the luncheon, informed the young scholars that Grumman is very concerned with the energy problems facing the nation, and to prove the point, cited the various programs underway in the company to tackle the problem of acquiring clean energy. He highlighted the efforts made with the "Sailwing" — a generator using the wind as its source of energy—and the various projects dealing with solar energy. He concluded by saying, "There is a big job to be done in the U. S. today in the field of energy conservation. It is a challenge we have to meet and we at Grumman feel that we can meet that challenge—and we'd like you to join with us in achieving our goal."

The scholars have decided on their colleges and have been assigned to their summer jobs and their advisors (in parenthesis):

DAVID M. MAURER, son of Gerry Maurer, EA-6B program manager, is a graduate of Ward Melville High School and plans to attend Massachusetts Institute of Technology to study naval architecture. (Dick Oman)

MICHAEL WENGLER, son of Norbert Wengler, A-6E Flight Acceptance, Plant 7, a graduate of Farmingdale High School, will attend Swarthmore College to major in physics. (Jerry Padawer)

KAREN I. HANSEN, daughter of James Hansen, Simulation, Plant 7, graduated from Cold Spring Harbor High School and plans to attend Webb Institute in the fall to study naval engineering. (Hank Suydam)

STEPHEN MOREIRA, son of Howard Moreira, Maintenance Design, Plant 7, and a graduate of Hauppauge High School, will attend Rensselaer Polytechnic Institute this September to study electrical engineering. (Robert Schenck)

PETER G. KRETZMAN of Cold Spring Harbor High School, plans to attend Stanford University this fall to major in computer sciences. (Dave Holtzje)

ROBERT W. KLEIN will enter Princeton University to study aerospace engineering upon graduating from Walt Whitman High School. (Hank Courten)

EDWARD S. MILLER will attend Massachusetts Institute of Technology this fall to study aeronautics upon graduating from Amityville Memorial High School. (Charles McLaughlin)

A. PETER CIMENTO of Regis High School will enter Massachusetts Institute of Technology to major in mechanical engineering. (Randy Sablich)

STEPHEN HILL of Floral Park Memorial High School will enter M. I. T. this fall to concentrate in computer sciences. (Hank Baluta)

STUART HOLLANDER of Half Hollow Hills High School, will attend Yale University to study computer science. (Jim Becker)

DRAHOMIR LAZAR of Centereach High School plans to enter M.I.T. this fall to study aerospace engineering. (Carl Schoendorfer)

The alternates are:

GARY WEI CHIEM LIM of Garden City High School, will attend Princeton University to study computer science and electrical engineering. (Al Choy)

GARY J. KATZENSTEIN of Jericho High School plans to study computer engineering at Brown University this fall. (Chek Wee)

Elect Lee to corporate post

(Continued from page 1)

Grumman Corporation, a position he still retains. The newly appointed vice president is also a director or secretary of six of the company's subsidiaries.

Pierce is a member of the American Bar Association and the Association of the Bar of the City of New York, and is active in the Catholic Youth Organization as well as his local civic association. He and his wife, Patricia reside in Syosset with their four children, Lawrence, Neil, Nancy and Ellen.

Prior to joining Grumman in 1967

Lloyd Lee

as Assistant to the Vice President - Public Affairs, Lloyd Lee served as a Foreign Service Officer with the U.S. Department of State. His assignments as a Foreign Service Officer included duty in Southeast Asia, West Africa, and Europe.

A graduate of the University of Nebraska, Lee earned his master's degree at Fisk University, Nashville, Tennessee. He is a fellow of the American Sociological Association and a member of the Foreign Service Association and serves on the Suffolk County Planning Commission as well as the Citizen Advisory Committee of the State University at Stony Brook. He resides with his wife Enid, and two daughters in Belle Terre, Port Jefferson.

plane GRUMMAN news

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Flagstaff II design on display

Grumman Aerospace's entry in the First International Hovercraft and Hydrofoil Exhibition, held in Brighton, England, last month, was a scaled model of the Flagstaff Mk. II. This model represents the latest design in a line of Grumman hydrofoil platforms that date back to 1955.

An outgrowth of the PGH-1 Flagstaff, the scaled-model vehicle on display in England was configured with four surface-to-surface missiles and twin 35-mm anti-aircraft guns. The configuration is one of the many that can be adapted to the basic hydrofoil platform to provide a wide variety of military missions, ranging from a missile-equipped surface interceptor to a fast troop-transport capable of carrying up to 65,000 lbs. The Flagstaff Mk. II will also be able to operate in heavy seas at high speeds, and, according to Joe Barbetta of Marketing-Marine Systems, will be a vessel whose overall performance is unequalled by any other hydrofoil of its class today.

In addition to marketing the Flagstaff Mk. II to foreign navies around the world, Grumman is also actively involved in the design and development of a bigger hydrofoil vessel that can carry a total weapon system equivalent to today's modern destroyer—and also be capable of high-speed operation while foilborne.

Flagstaff II on display. Joe Barbetta of Marketing-Marine Systems, Grumman Aerospace, is shown briefing Joseph Loeff (L), director general Industry and Technology, Commission of the European Communities, and N. J. Millard (C), commercial director on the design/performance features of the Flagstaff Mark II. The Grumman hydrofoil boat was on display at the First International Hovercraft and Hydrofoil Exhibition in Brighton, England.

Nine named to new positions

Among appointments announced in recent weeks in Grumman Aerospace, Al Capra was named director of Repair Component Control, with full responsibility for management and control of the RCC department and the supporting activities of associated departments. He reports to Ed Dalva, Vice President-Bethpage Operations.

Six men were named deputies to Tom Kane, director of Customer Requirements. Appointed were: Bill Heuslein, Planning (Ext. 2703); Bill Robertson, Subcontract Sales (Ext. 3204); Art Sholinsky, Internal Operations (Ext. 2183); Ron Spencer, Army & Civil Programs (Ext. 2579); George Thompson, Air Force Programs (Ext. 2338); and Dave Walsh, Navy Programs (Ext. 9342).

Grumman Data Systems named two to new positions in the Contracts department. Howard Broderson, assistant director, is responsible for all contractual aspects of Systems and Software, Telemetry Products, Data Systems Products and Network Services. Fred Treubig, assistant director, is responsible for all contractual aspects of the Grumman Account and COMversion Services. Broderson (Ext. 2872) and Treubig (Ext. 1964) are located in the Data Systems Center and report to Stan Scheiner, director of Contracts.

Take a guess . . .

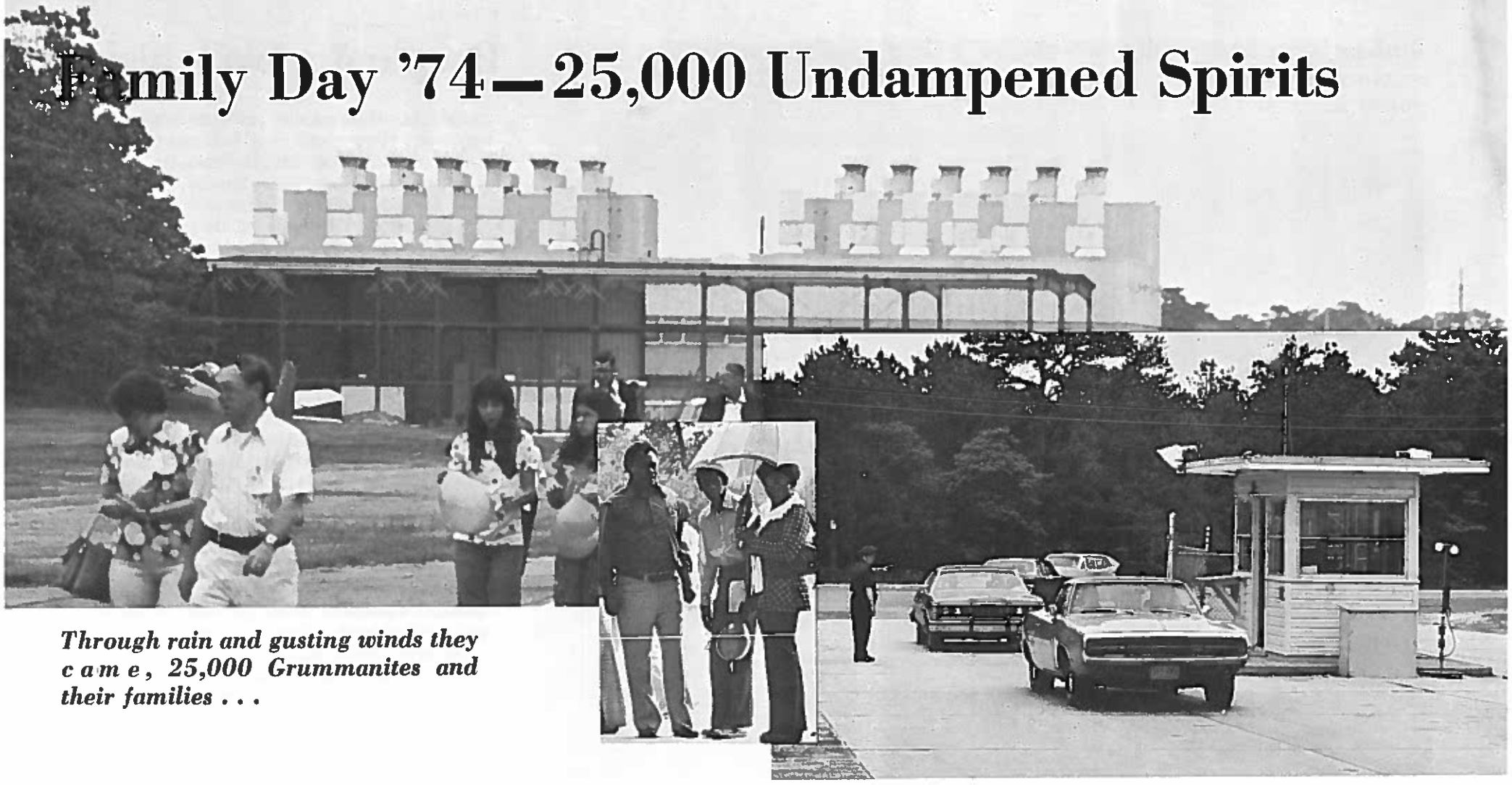
Know how much money was contributed by the company to the Employees Pension Plan in 1973? Try $25,657,059. The figure for the first quarter of '74 was $6,982,000.

Two who know Intruder well . . .

When Cdr. Fred Metz and Cdr. Bob McFarren are referred to as veterans of Intruder operations, believe it. Commander Metz, skipper of VA-145, and Commander McFerren, his executive officer, were presented plaques recently by Bob McNeill, Grumman base manager at the Naval Air Station, Whidbey Island, to mark their combined 20 years' experience in the Grumman all-weather aircraft. During the two decades of flying the Intruder, the two Navy commanders have also accumulated approximately 4,000 hours in the plane, including combat cruises during the Vietnam war. Shown at the presentation are (L to R) John Quinn, Grumman Field Service representative with VA-145, McFerren, Metz, and McNeill.

Return engagement. About 100 former Grummanites now retired visited Calverton last week to tour the production lines at Plant 6 and view aircraft being prepared for flight at Plant 7. During their visit, an air crew briefed them on the Tomcat, the Navy's newest air superiority fighter. Later in the day, while they were lunching on Shelter Island, a telephone call to retired Senior Vice President George Titterton (who arranged the tour and spent the day with his fellow retirees) alerted them to a flyby of an F-14 that was out on a test run. That private viewing of an airborne Tomcat capped a great day for many who had helped make the name GRUMMAN a famous one in the annals of world aviation. (Photo by Jim Wagner)

Family Day '74—25,000 Undampened Spirits



Through rain and gusting winds they came, 25,000 Grummanites and their families . . .

It clearly wasn't the weather that attracted this crowd to Family Day 1974, but it may have been a sense of pride in what each had done and a desire to show their husband, wife, children the final and impressive results, spread out across several massive buildings and a few hundred acres at Calverton, Long Island . . .

For the occasion Calverton had been painted and polished till it gleamed; the entire facility readied for its first full dress inspection since 1968 . . .

People & planes highlight

Without a doubt the star of the show was the F-14, in racing red or more sedate carrier white and gray – a ferocious 80,000 horsepower machine to humble any hot rod enthusiast . . .

To many Grummanites and their families, Calverton is the place where food, fun, and entertainment can be found at the annual Grumman picnic, but after Family Day '74 on Sunday, June 16, many families realize that a lot of action takes place beyond the shady picnic grounds.

Opening its doors to the outside world for the first time since 1968, Calverton was inspected by over 25,000 people. And by the end of the tour, the visitors couldn't help but recognize the great workmanship and team effort that their family members put toward producing Grumman aircraft — especially the Calverton clan who combine the efforts of others at Grumman along the production line into the final product, and ready the planes for delivery to the Navy.

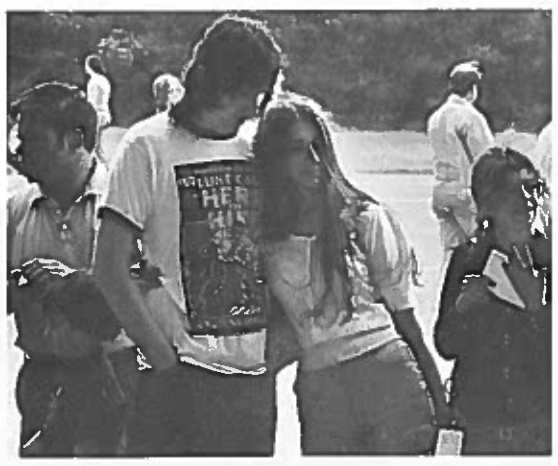
Much of the day beneath an overcast sky, damp winds whipped across the runways and through the hangar doors. But almost miraculously at 1 p.m. the clouds opened up and let a little sunshine in — enough to give the green light for the pilots to taxi the planes down to the end of the airstrip ready for take-off. Thousands of people stood in the temporary viewing area, which on normal working days is an open grassy field.

Everyone looked toward the sky as early vintage Grumman planes flew overhead. Then the newer Grumman products took to the skies and the kids and parents were quick to point out the E-2C Hawkeye, A-6E Intruder, and EA-6B Prowler . . . they had been viewing them along the production line, in the flight preparation hangars, and on display earlier in the day. And when the Tomcat roared by, escorted by a KA-6D tanker, people strained their eyes to see who was in the back seat of the

There were other stars as well. The A-6E and EA-6B, also products of Calverton, were on display along with the E-2C and several entries from Grumman American . . .

Some World War II vintage planes, a clear hit with the crowd, proved they could still kick up their heels at the impressive flyby at the end of the show . . .

But the biggest stars were the peop



ig day at Calverton . . .

F-14—it was none other than Grumman Aerospace President George Skurla. If they weren't able to see him in the sky they had plenty of chance to on the ground.

Skurla and his wife Marie and Grumman Aerospace Board Chairman Joe Gavin and his wife Dorothy met and chatted with other members of the Grumman family throughout the day.

Kids and adults alike toured the final assembly line, and in several areas they could do more than just look. Little children roamed up to and sometimes touched a fully-suited astronaut model at the Lunar Module exhibit. Grumman American planes were on display with canopies open, ready for inspection. Many hopped up onto the wings, felt the propellers, and peered inside the cockpit to get a closer look. And at the anechoic chamber, Grumman families poked at the sample cones on display and tried to guess how many cones there were in the test facility, reputed to be the largest of its kind in the free world. A long line of people of all ages formed when the word spread that you could sit in the front seat of the fire rescue vehicles.

Throughout the day, buses transported visitors from plant to plant, with an occasional stop at the anechoic chamber. Others preferred to walk between the sites, several hitched rides on their fathers' shoulders, and the luckiest ones rode in strollers.

Plant Protection reported there were no parents separated from their children—only children from their balloons.

By the end of the day, the Grumman visitors realized there's a lot more to Calverton than picnics—it's where their parents, sponses, or dates work together to build some of the finest aircraft in the world.

And the facility itself, its great assembly buildings and hangars, the anechoic chamber, largest in the free world, and the miles of jet runway, all contributed to the star-studded cast . . .

e themselves who made it all . . .

service milestones

35

John J. Heins Jr., Alg. & Cr./Arm. Pyrotech. Syst. (34)
Leonard J. Drace, Alg. & Cr./Arm. Pyrotech. Syst. (35)
Warner Lansing, Struct. Mechanics (35)
Richard E. Walsh, General Purchasing (44)
Richard W. Armstrong, P/S A/C Site Mgmt. (79)

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Joseph Spevak Jr., Steel Parts Assy. (2)
Richard Kraft, Machine Shop (2)

Albertis H. Sammis, Sub-Assy. (1)
John Marjoribanks, Q.C. Prog. Mgmt. (1)
Harold B. Appleton, Spotweld (2)
Emil E. Benes, Controls (2)
Frederick R. Sabia, Controls (2)
Carl R. Caputo, Tanks/Ducts (2)
Mortimer J. Husted, Indust. Engg. (2)
Samuel M. Williams, Methods Engg. (2)
Bertha W. Morse, Telephone Serv. (2)
Norman C. Howell, Ordnance (6)
Roy M. Robinson, Plexiglass (27)
Nicholas Messina, P/S Supply Data (34)
Carlo R. Paladino, Veh. Prod. Engg. (36)
Joseph J. Eagen, VAST-GSE (43)
William F. Matschat Jr., Elect. Fab. (44)
Edward J. Spall, Flight Test. (88)
Mary A. Dugan, Grumman Corp.

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Louis Carretta, Special Tools/Meth. (2)
Evan L. Yearwood, Mach. Serv. (3)
William J. Martin, Repair Control (3)
William Lomnicki, Transportation (3)
Frederick J. Schlichtmann, P/S Tech. Serv. (4)
Ernest Von Der Heyden, Flight Crews (4)
Nicholas Kiritsis, Supp. Equip. Prod. (5)
Richard C. Milligan, Presentation Serv. (5)
Eugene Bonan, Prod. Engg. Mgmt. (5)
Donald T. Ball, Prod. Engg. (6)
Ralph E. Frei, Veh. Prod. Engg. (6)
Leopold E. Svihura, Inspect.-Mech. (7)
William Blaschuk, Transportation (20)
Glenn W. Kresge, Power Distribution (25)
Marius Russo, Reqmts. Planning (30)

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Arthur Frasca, Assy. Tool/Equip. (1)
Clifford R. Franklin, Struct. Anal. (1)
Joseph Spranaitis, Router/Shear (2)
Thomas J. Golden, Alodine (2)
Paul S. Monteleone, Parts Paint (2)
John W. Pineo, Prod. Release/Anal. (2)
Walter E. Thomas Jr., Optical Tool/ Metrology (2)
Mary C. Muro, Telephone Serv. (2)
Benedict J. Jandak, Planning (2)
Harry W. Butzbach, Insp.-Tooling (2)
Ronald S. Dluginski, Convent. Mach. (3)
Ernest E. Eglin, Parts Paint (3)
William M. Gordon Jr., N/C Mach. (3)
Albert E. Flad Jr., Mach. Ops-Tech. Serv. (3)
William F. Breinlinger, Mach. Ops.-Tech. Serv. (3)
Andrew Camizzi, Mach. Ops.-Parts Ctl. (3)
Herlin L. Burch, Transportation (3)
Marianne I. Nutt, Air Traffic/Radio Comm. (4)
Edward J. Dudek, Instrum. Proj. (4)
John C. Stevens, Flight Transport. (4)
William E. Boucher, Instr. Test. (5)
Francis J. Vazquez, Instr. Test. (5)
Henri C. Nadworny, Struct. Design (5)
Hart Wagner, Prog. Engg. Mgmt. (5)
Donald G. Williams, Grnd. Test. Instrum. (5)
Wilbur D. Pettit, Grnd. Test. Instrum. (5)
Gene R. Losee, Maintenance (6)
Edward A. Teuber, Maintenance (6)
Charles A. White, Maintenance (6)
Clement L. Wojciechowski, Maintenance (6)
George E. Egert, Maintenance (6)
Kenneth W. Reeve, Maintenance (6)
Lawrence Fields, Maintenance (6)
Carmine A. Piccola, Plt. Protection (6)
Wilfred D. Mascold, Veh. Prod. Support (6)
Willie M. Spellmon, Food Serv. (7)
Thomas J. Emma, Syst. Design (7)
Arthur Bridenstine, Airport Ops. (7)
Robert D. Taylor, Airport Ops. (7)
Edmund K. Brierton, P/S Digital Engg. (15)
Victor Klebaur, B/P Warehouses (17)
Joseph Berardi, Inventory Ctl. (17)
James L. Miller, Transportation (20)
John M. Squicciarino, Transportation (20)
Julius Goldfarb, Tool Maint./Repair (27)
Robert C. Hornfeck, Proc. Mgmt. Info. Syst. (30)
Joseph A. Moessmer, Cont. Cost Anal. (30)
Timothy Murphy, Energy Systems (30)
Victor Vohwinkel, P/S Mech. Engg./Design (34)
George V. Connor, Prod. Control (43)
John R.. Jefferies, Flight Transport. (86)
Michael J. Howe, Govt. Matl. Control (89)

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Warren G. Smith, Systems Design (1)
Louis F. Veprek, Q.C. Prog. Mgmt. A/C (1)
Frank A. D'Elio, Hydraulics (2)
Warren H. Stalker, Machine Shop (2)
Robert J. Dooley, Special Tools/Mech. (2)
Henry A. Harrell Jr., Optical Tools/Metrology (2)
Henry Gianmugnai, Parts Paint (3)
Robert K. Mita, Planning (3)
James P. Sullivan, Methods Engg. (3)
John Martinelli, Maintenance (3)
Frederick Scott, Maintenance (3)
Gerard H. Frese, Chemical Engg. (3)
George H. Schoeppler, Syst. Test/Flt. Integ. (4)
William A. Knecht, Mech. Struct./Proto. (5)
William J. Rose, Mfg. Ops. Admin. (5)
Norman J. Egloff Jr., Office Mgmt. (5)
Daniel B. Benn, Presentation Serv. (5)
Michael F. Hlinko, Aero. Test (5)
John Januszewski, Displays Instr./Light (5)
Howard S. Fraser Jr., Contracts A/C (5)
Eugene A. Cunningham, Customer Reqmts. (5)
Thomas J. Kane Jr., Customer Reqmts. (5)
Frederick C. Bauer, Assy. Tool/Equip. (6)
Luis R. Aguinaga, A/C Control Engg. (6)
Gerald J. Rosen, Instrum. Syst. Design (6)
Herbert R. Hampton, Instrum. Syst. Design (6)
Carl F. Locker, Flight Data (7)
Donald E. Gleason, Mfg. Inspect. Elect. (7)
Frederic A. Salvante, Adv. Matl./Process Dev. (12)
Walter H. Woelfel, Adv. Matl./Process Dev. (12)
Raymond R. Cannon, Prod. Mfg.-Budgets (14)
Harold E. Adams, Maintenance (14)
Raymond C. Keegan Sr., Transportation (20)
Alan D. Pearsall, Central Receiving (24)
Bartholomew J. Cammarata, Rec.-Insp./Hyd. Fuse. Test. (24)
Robert A. Haslett, Veh. Thermal Balance (25)
Fred J. Kuehne Jr., Nuclear/Astrophysics (26)
Lawrence Schaub, Plexiglass (27)
Carroll F. Dewitt, Plt./Proj. Engg. (30)
John G. Barbado Jr., Materials Acctg. (30)
Anthony T. Arroyd, P/S Elect. Engg. (34)
Richard L. Simmons, Office Mgmt. (34)
Reginald E. Hooson, Static Struct. Methods (35)
Henry Rivers Jr., Ctr.-Sect.-Maj./Subs (36)
Murray C. Lesser, Wire Prep. (44)
Charles V. Stanco, Invent. Control (44)
Robert W. Olsen, P/S Site Supply (80)
Stephen L. Gavin, Engg. (88)
Russell Gibbs, Support (88)
Charles B. Spencer, Customer Reqmts. (89)

25 year luncheon note . . .

It's always good to plan ahead. So those who have reached their quarter-of-a-century career mark at Grumman this year should mark down on their calendars, Tuesday, December 17. That's the day slated for the 25-year luncheon to be held at the Huntington Town House.

R. E. Frei | W. Blaschuk | M. Russo | L. J. Drace | R. E. Walsh | R. W. Armstrong

L. Carretta | E. L. Yearwood | W. J. Martin | W. Lomnicki | F. J. Schlichtmann | E. Von Der Heyden | R. Milligan | E. Bonan | D. T. Ball

GDSI offers quality education in field of computer science

Grumman Data Systems Institute (GDSI) is one member of the Grumman family that does not produce aircraft, aviobridges, canoes, yachts, or mobile homes—its product is education. Founded in 1969 as the educational arm of Grumman Data Systems Corporation, the Institute offers courses in the field of computer programming, system analysis, and key punch operations.

"Today's ever increasing installation of computers throughout the business world has created a very real demand for qualified personel," says George Capua, director of GDSI. "Our institute is staffed with top professional computer experts and equipped with the most modern computer systems and offers the best training individuals need to enter the computer field."

Located on 17 West John Street in Hicksville, GDSI utilizes the latest computer equipment from GDS in the form of an IBM 360/75 and IBM 370/165. The two latter courses are on the college level, and certain colleges such as New York Institute of Technology, C. W. Post College, and Dowling College grant GDSI graduates up to 18 college credits for related courses of study. The school is licensed by the New York State Department of Education and has Veteran Administration approval.

The courses offered are:

Computer Programming: Programming a computer entails putting certain information into the machine, processing it and telling the machine what useful mechanical, scientific, or written tasks you want it to perform. This 360-hour college-level course is a program whereby a student learns to tell the computer what to do in a logical detailed plan written in special computer language. After a few as 50 hours of instruction students can apply what they have learned by writing their own programs using the latest computer models. Students learn the fundamentals of Electronic Data Processing (EDP), Common Business Oriented Language (COBOL), the scientific counterpart of COBOL — Formula Translation (FORTRAN), assembler language, and operating systems concepts. Day courses run 13 weeks with daily classes held from 9 a.m. to 4 p.m. The evening program is held for 33 weeks from 6 to 10 p.m. every Monday, Tuesday and Thursday.

System Analysis: Upon completion of this college-level, 405-hour program, a GDSI graduate will be able to design efficient and economical systems or procedures for the computer. A prerequisite for this program is a two-year college degree or its equivalent. This course covers: fundamentals of EDP, COBOL, systems analysis, and operating systems concepts. Day courses are held daily from 9 a.m. to 4 p.m. for 13-weeks. The evening program runs three nights a week for 35-weeks from 6 to 10 p.m.

Keypunch Operations: A graduate of this 75-hour course is qualified to work as a keypunch operator (a person who prepares the information and instructions for the computer in the form of punched cards.) Keypunching is very similar to typing and once the fundamentals of machine operation are mastered, the emphasis is placed on developing speed and accuracy. A new class starts at the beginning of each month. Students need not have a high school diploma. The full-time day course is—three weeks long and meets daily from 9 a.m. to 2 p.m. The evening program is held on Monday and Wednesday or Tuesday and Thursday, from 6 to 10 p.m. for nine weeks.

Tuition financing is available, says Capua, and Grumman employees and their dependents receive a 10 percent discount on tuition. Further information can be obtained by calling Rick Ross, director of admissions, on Ext. 2095 or 516-681-8686.

Tax note

A note in the *Wall Street Journal* stated recently that if your son or daughter works this summer here's how the tax situation shapes up: No matter how much your child earns, you may claim her as a dependent if you provide more than half of the support and she is under 19 or a full-time student at least five months of the year. The child may also take an exemption on her own tax return.

OBITUARIES

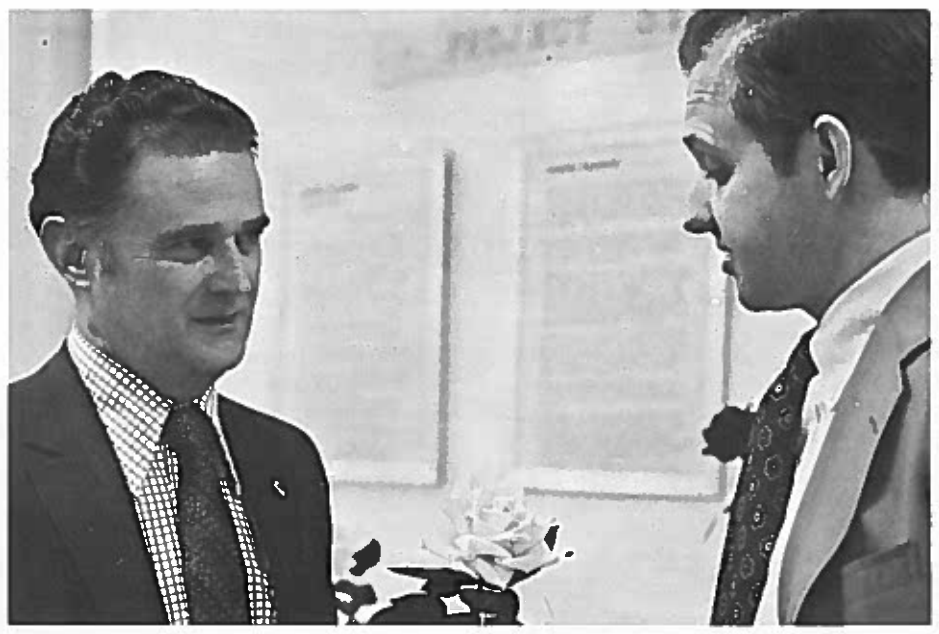
CORYDON E. SMITH of Project Planning, Plant 15, died May 31 at the age of 29. He had been with the company since 1968 and lived at 3 Heath Court, Stonybrook.

HENRY W. KRAAZ of Project Administration, Plant 34, died June 11 at the age of 37. He had been with the company since 1961 and lived at 365 Cedar Ave., Islip.

ROCCO T. RUSSO of Support Equipment Production, Plant 5, died June 11 at the age of 42. He had been with Grumman Aerospace since 1966 and lived at 41 Rita Crescent, Commack.

BRUNO J. ZAWOL of Inventory Control, Plant 30, died June 14 at the age of 51. He had been with the company since 1965 and lived at 4 Prospect Place, Plainview.

LEWIS E. STEWART of I.R.A.N., Plant 77, died June 16 at the age of 47. He had been with Grumman Aerospace since 1966 and lived in Jensen Beach, Fla.



Rose king. Pete Haring chats with Grumman Corporation Vice President Ed Balinsky about his top entry in the Grumman Garden Forum Rose Show. (Photo by Fred Annette)

Haring continues reign at Grumman rose shows

On Wednesday, June 12, the Grumman Garden Forum held its annual Rose Show at Plant 35 cafeteria and guess who the winner was? Pete Haring—the perennial king of Grumman Rose Shows. This year his "Elizabeth Harkness" entry was honored as "Queen-of-the-Show."

Since Pete joined Grumman in 1959, he has entered the Garden Forum shows and has always finished "smelling like a rose" (pardon the pun.) Pete first began cultivating roses when he bought his home in Stony Brook: "there was a fence around the house and what else do you put on a fence?" He gradually expanded his rose growing from climbers along the fence to his backyard terraces and now has over 300 varieties.

A few weeks ago, Pete returned from a week's stay at the National Rose Show and Convention in Alburquerque, New Mexico, a day before the 18th Annual L.I. Rose Show. Even though that night he had to wander about his rose garden with a flashlight selecting his entries, Pete still managed to win the sweepstakes trophy at the show for gathering the most blue ribbons. (It's a toss-up whether Pete has more blue ribbons or more rose bushes.)

At this year's Grumman Rose Show awards presentation, Ed Balinsky, Grumman Corporation Vice President-Investment, was totally amazed at the number of times Pete Haring has stepped forward to accept an award. Commenting on the show, Balinsky said, "When I first came to Grumman, many people told me that no matter what field you name, there are several Grumman people who are experts in that field . . . and today, you have once again proven that point."

The other winners in the Rose Show are (blue and red ribbon winners):

Single red rose - Gus Preiser, Ray Goddard. *Single pink rose* - Marie Catalano, Joe Schaefer. *Single yellow rose* - Pete Haring (both ribbons). *Single other color rose* - Pete Haring, Erma Haney. *Floribunda* - Pete Haring, Gus Preiser. *Climbing spray* - Joe Schaefer, Kay Zuk. *Rose assortment* - Ray Muntz (both ribbons). *Seasonal arrangements* - Ray Goddard, Dot Kappenberg.

Sorry about that

In the May listing of Service Milestones, Joseph Izzo of Transportation, Plant 20, and Cornelius Watson of Program Management, Plant 34, marked their 25th year of service at Grumman. We're a little late with their photos, but here's a happy 25th

C. Watson J. Izzo

anniversary greeting, Neil and Joe.

Oversights always come in threes, and in the April anniversary listings, we mispelled Al Oerter Jr.'s name. Al marked 15 years with the company and is presently working in Grumman Data Systems.

Lubin studies more than plastics on trip to India

From space-age plastics to the Taj Mahal was just a short step for George Lubin, Plastics Staff Consultant, in Grumman Aerospace during his three-week trip to India last month.

Lubin, a recognized authority on fiberglass and advanced composite technology was "borrowed" from Grumman to serve as mission head for the United Nations Development Programs in India, a country which is seeking U.N. assistance to develop a composites manufacturing industry of its own.

Glass composites manufacture, particularly fiberglass, is a "natural" for India, says Lubin, because of the extensive hand labor required and because many of the raw materials (such as sand) are cheap and readily available there. India already has a number of plants producing fiberglass products, mostly in the Bombay area, but the cost of importing the glass fibers has limited Indian efforts to expand production.

Lubin was a logical choice for the U.N. assignment. He has spent his entire working career of 38 years in the plastics field (the last 16 at Grumman) and is editor of the *Handbook of Fiberglass and Advanced Plastics Composites*, a standard work, particularly in India. He was the first to develop the new process for filament winding of fiberglass and has the first patent on the fiberglass spray process he invented 30 years ago.

Following Lubin's trip, the U.N. decided to go ahead with technical guidance and a half-million dollar contribution to an Indian investment that will run into the millions. After a couple of years, plans call for the development to be greatly expanded. The U.N. also named Lubin as project coordinator and he will oversee the whole project in his spare time while working for Grumman in the U.S.

Lubin's job was to serve as an outside referee to assess the feasibility of various composite manufacturing proposals put forth in Indian concerns.

"Although India faces such problems in its development of composite manufacturing as high excise taxes and over-ambitious planning, the outlook seems promising," reports Lubin. In fact, Lubin says, Grumman may be a participant in the Indian development. Grumman has plans at present to train a few Indian specialists at Bethpage and Wyandanch in composite technology.

The three weeks in India made a considerable impression on Lubin, and not just because of his interest in fiberglass.

"India presents tremendous contrasts to the visitor," Lubin says. "Great wealth stands side-by-side with appalling poverty, quite advanced technologies with first-class scientific brains stand next to scenes straight out of Rudyard Kipling."

At Trivandrum, a city near the southern tip of the Indian subcontinent, Lubin visited the country's space center. A few miles away lie villages nearly untouched by the modern world except for some luxury resort hotels that have been built along the area's spectacular beaches.

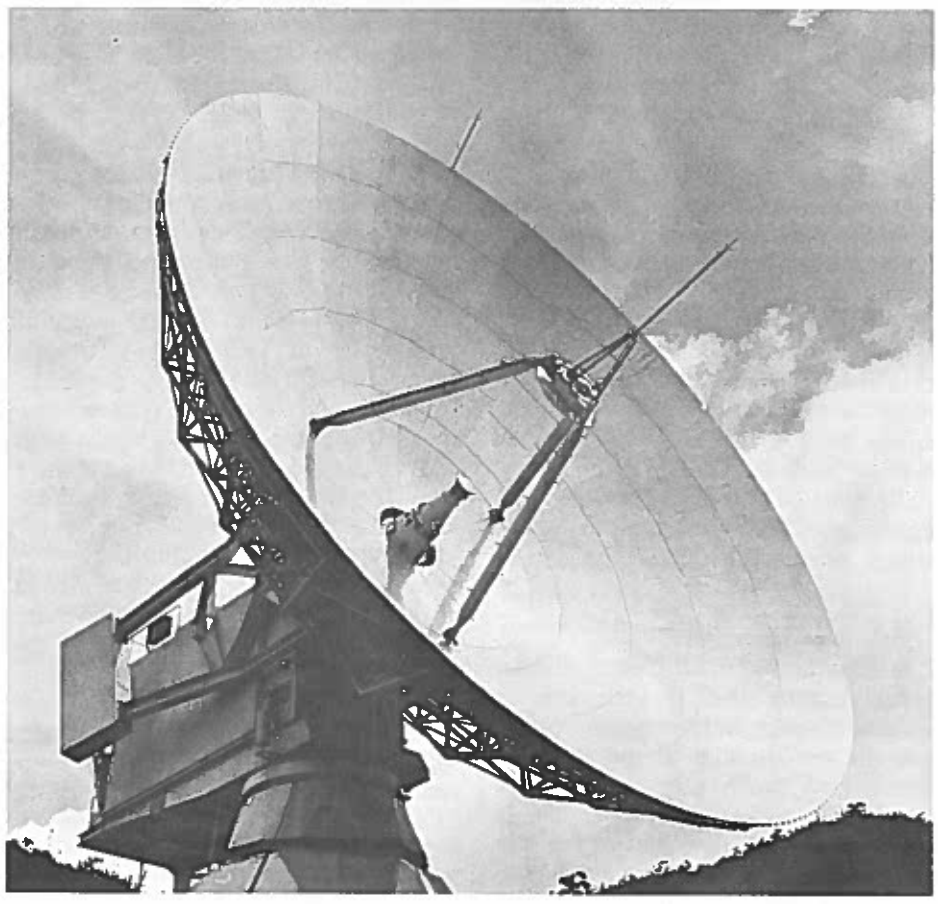
"The way of life in Indian seems incredible to a westerner," says Lubin. "An automobile ride becomes an adventure you'll remember the rest of your life . . . which may not be long. The Indians follow the British system of driving on the left side of the road, though usually, perhaps in the spirit of internationalism, they compromise and drive in the middle.

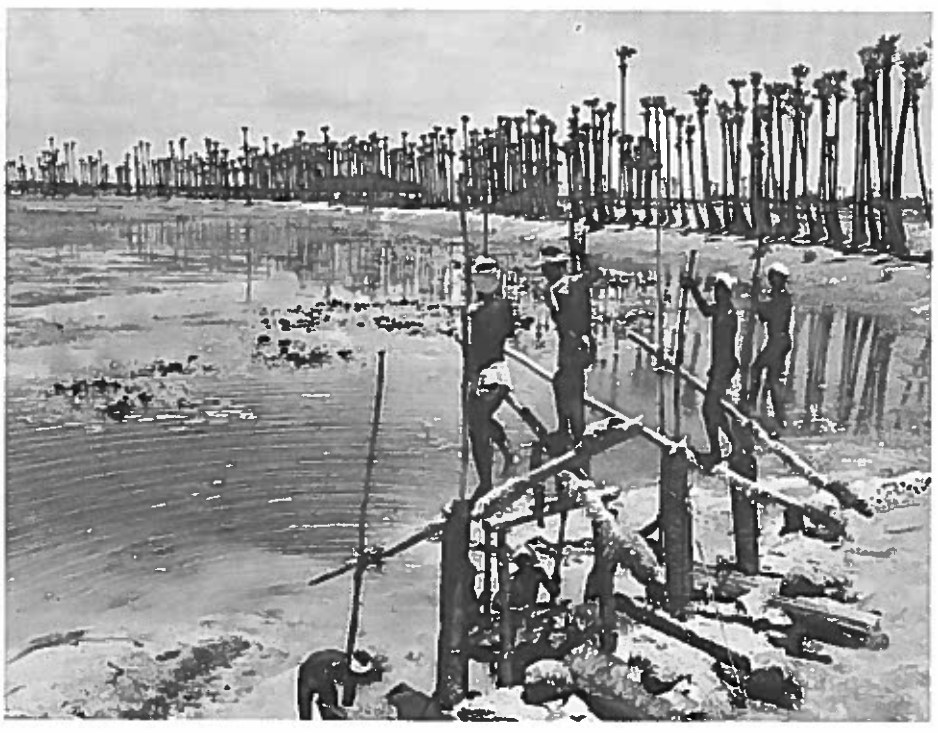
"When two cars approach each other things become interesting; both begin to blow their horns, or at night flick their lights off and on. Finally one of them (usually) chickens out. At night this magic moment is marked by both drivers putting their beams on high and then, both blinded, screeching by each other with half an inch to spare."

Most of Lubin's experiences in India were of the pleasant sort, however. "Individually," Lubin says, "the Indians are the most friendly people in the world."

During the three weeks they were there the Lubins were treated like royalty, taken everywhere by their Indian friends, waited on by servants ("a very uncomfortable experience"), invited off the street as complete strangers to a wedding they happened to be passing, and asked to be the guests of India's president at the presidential palace—built in the days of the British Imperial Raj and surely one of the most splendid buildings ever to house a chief of state.

After his experiences in the world's largest democracy, Lubin left no doubt that he felt India would play an increasingly important world role in the years ahead.





Contrast in technology. India's satellite tracking station at the Centre for Research and Training on the Use of Satellite Communications in Jodpur Tekhra (above) and a time-honored method of irrigation in Madras state (below).

GAC honors S&L Metal Products

Grumman Aerospace recently honored S & L Metal Products of Maspeth, New York, as its Small Business Subcontractor of 1973. The ceremony was held in Plant 30 lobby. S & L Metal Products was presented with a Grumman plaque for service to the Company.

"This successful business," says Bill Paxson, director of Material, "is the result of controlled expansion, healthy growth, good teamwork and excellent customer relations. In short, this firm exemplifies good, sound management."

In his talk before some 20 people, Paxson praised the S & L company for their 28 years of service to Grumman. S & L fabricates precision hydraulic actuators to Grumman's design and also supplies machine components. The company was also praised by Paxson for its special achievements in the hiring of veterans and minority employees.

In his closing remarks, Paxson commended the president of S & L Metal Products for his company's "dedication to good work and for creating and substaining a first rate organization," said Paxson. "It must be a source of pride and much satisfaction to you and all members of your team to build up a fine company. After all, there must be another dimension of success in business because there is more to life than just making money. There must be also spirit, a purpose, and a sense of accomplishment. These make a business worthwhile."

Stuart team draws praise

(Continued from page 1)

Major Griswold has more than 2,250 flying hours in the Mohawk. The Hanau aviation unit has a long and proud Army lineage—it is not only the oldest Mohawk company in existence, it is the only active Mohawk company in Europe that has an assigned tactical mission, providing around-the-clock aerial surveillance for the U.S. Army in Europe.

To convert the OV-1D into a dual-control plane and make other improvements, says McDermott, the men put in a full 11 hours daily. "The team did a fantastic job." But the weekends —that was something else. Members of the team travelled far afield, including Italy, Sweden, Denmark, Austria, Luxembourg, Holland, Liechtenstein, Belgium, Switzerland, and, of course, Germany, during their stay in Europe. Noting that the German food and beer are as good as advertisements say they are, McDermott concluded by saying: "We really enjoyed the atmosphere and the cooperation we found in the 73rd."

Mohawk mod team. Members of the Grumman Aerospace team that journeyed to Germany included (L to R) Larry Widder, Dick Hunecke, Bill Eastman, Al Schommer, Walt Peterson, Bob Walters, Andy McPherson, Ed Cook, and George Hulse — all from Plant 77, Stuart, Florida. In the cockpit are Paul McDermott and Capt. Tom Dembowski, service platoon leader.

Picnic coming to Calverton

They're raking out the barbeque pits, overhauling the locomotives, greasing the carousels and assembling the new ride attraction, "Tilt-a-World." The way things are shaping up, this year's Grumman family picnic is bound to be better than ever.

Tickets are now on sale for the annual event held this year at the Calverton picnic grounds on July 20. Hurry on down to your nearest ESO office. The price for the day of fun, food, and entertainment is $3 per person, with children under 12 free. All Grumman employees and family members who live under the same roof are eligible to attend the event, including single employees and their dates, says Gus D'Errico, who heads ESO.

There will be plenty of refreshments —soda, ice cream, hot dogs, and beer. Also on the day's agenda is the traditional hour-long stage show, continuous music by the Grumman band, and the action-packed boxing bouts for small fry. If you haven't signed up your boy yet, contact John Koloski in the Plant 1 ESO office, there may be a few openings left on the boxing card. And let's not forget the races in the morning, and in the late afternoon the giant prize drawing. A special attraction again this year will be a basketball clinic given by the N. Y. Nets.

So, if you haven't already done so, pick up your tickets — it's a day you and your family won't want to miss!

Past and present

When President George Skurla traveled west last month he caught up with the past . . . in a most unusual way. While chatting with Cdr. Jimmy Taylor, Executive Officer of VF-2, aboard the carrier Enterprise, he discovered that Taylor was flying a memorable bird — F-14 No. 58, the final Tomcat to achieve first flight at Calverton in '73.

New Intruder for Marines. On June 5, members of the U.S. Marine squadron VMA(AW)-24, Cherry Point, N. C., were at Calverton to pick up the first Intruder delivered to an operating Marine squadron. Looking over the A-6E (M-52) are: Lt. Col. Jim Morgan (R), commanding officer of VMA(AW)-24, and Lt. Bob Braithwaite, assistant maintenance officer.

DeNardo wins top bond prize

On June 21, Grumman Corporation President Jack Bierwirth reached into a large metal drum and pulled out the name of Anthony M. De Nardo, Plant 89 as the first winner of the 1974 Savings Bond Drive prize drawing. As first winner De Nardo will have the pick of 24 prizes provided by Grumman such as a 25" color TV, refrigerators, stereo amplifier, dishwasher and electric range to name a few.

As a result of the week-long Savings Bond drive, Grumman has increased its participation to 76.1% of employees.

The other 23 winners receive their prizes in the order in which they were picked. Congratulations!

1. Anthony M. De Nardo
2. James A. Carroll
3. John J. Ege
4. Arthur Martin
5. William C. Frederick
6. Louis Carlozzo
7. John Schermis
8. Robert Santiago
9. Timothy J. Mulvihill, Jr.
10. John Fiorillo
11. Theodore Barbuto
12. Anton L. Eser
13. Robert E. Greif
14. Joseph T. Pedone
15. Vladimir Zilavy
16. John Pizzuti
17. Robert D. Bell
18. Jess Morgan
19. Kenneth A. Haller
20. Joseph F. Barszczewski
21. Wilbur C. Lindstadt
22. Carl P. Hellsten
23. Axel R. Nordstrom
24. Charles Talley

GAA announces fall trips to sunny Aruba & Jamaica

Before the hectic year-end holidays bog you down, why not get away from it all by escaping to Aruba or Jamaica for a week. GAA is scheduling trips to Aruba and Jamaica for Thanksgiving week, November 22-30—and it's open to all Grumman employees and their families.

Here's how the trips shape up:

Aruba - round trip via ALM; twin beds (double occupancy); seven breakfasts; six dinners; transfers between hotel and airport; stay at Divi Divi Beach Hotel with two tennis courts, lounge, dining terrace, fresh water pool; gratuities and taxes included; $369 per person. Sign-up on Tuesday, July 9, at 5:30 p.m. in the Plant 28 waiting room. Personnel must be present. Names will be drawn to determine order of sign up.

Jamaica - round trip via Air Jamaica, twin beds (double occupancy); breakfasts and dinners; in-flight fashion show; transfers, gratuities and taxes; stay at Trelawney Beach Hotel, Ochos Rios, with tennis court, pools, golf privileges, and all air conditioned, oceanview rooms; $335 per person. Sign up on Wednesday, July 10, at 5:30 in Plant 28 waiting room (same procedures as Aruba trip).

On the sign-up dates for the GAA trips a deposit of $200 is required with the final payment due on October 1. Bob Benn, head of GAA, also notes that the prices are based on current air fare and are subject to change.

Pinehurst No. 2

In first of three Mixed Pinehurst tourneys slated for this year, Bella Cherry and Jim Alverson carved the yellow course at Bethpage State Park for a five-over-par 40 for nine holes. Over 60 golfers participated in the event. The next Pinehurst is set for Wednesday, July 17 . . . but you'd better sign up now, says Mike Cherry of GAA. No entries will be accepted later than July 12. Greens fee, $5 each, includes kickers prizes. Contact Mike on Ext. 2269, or at the GAA office, Plant 30.

Musicians needed

The Grumman "Band of Reknown," led by Matty Daniels, is in need of musicians. If you can play any of the following instruments, please contact Daniels on Ext. 84282. Open positions in the concert and dance band are: 1st or 2nd trombone; baritone horn; bass tuba; french horn; flute; 1st clarinet; and saxophone. Openings in the rock band are: lead guitar and organist or pianist.

Big catch. Top fishing honors this year in the annual Plant 56 shad fishing tournament at Glen Arm, Maryland went to Bill Cantler of Quality Control.

The winner's circle

Action in the GAA-sponsored tourneys was heavy this past spring as pistol, quoits, table tennis, and pocket billiards tournaments rolled to a finish. And as you might imagine, there was a long list of champs in the winner's circle.

The Grumman pistoliers traveled to Mattituck, N. Y., for the N. Y. State Championships in early April. In the expert center-fire class, Al Berka placed first in rapid fire, 185-4X and in aggregiate, 833-17X. In the sharpshooter center-fire division, Phil Boehm came home with first place honors in aggregiate, 808-10X, and in national match course, 272-3X.

Club Awards were awarded by class to the high average: 1st expert - Berka; 1st sharpshooter, Baumgarten; 2nd sharpshooter, Arthur McKee, 260; 1st marksman - John Crawford, 256; 2nd marksman - Steve Jacobs, 254; 3rd marksman, John Kappler; 1st unclassified - Eddie Kovacs, 252. In the South Shore league, honors went to: 1st expert, Robert Bergeman, 258; 1st sharpshooter, Phil Boehm, 255; 1st marksman, Gordon Woodruff, 251; and in the center fire division, 1st expert, Dave Rice, 266; 1st sharpshooter, Phil Boehm, 248; 1st marksman, James Barry, 215.

On the table tennis circuit, Grumman entered three teams into the L.I. Recreation table tennis tourney. In the "B" competition, the No. 3 Grumman squad consisting of Bill Nelson, Frank Malone, Lionel Wellington, came in first. In the "A" division, John Lee, Fred Danner and Hy Dresler moved Grumman team No. 1 into second place; and Mark Fortune, Clint Watson and Ted Wakulinski finished third.

In the Bethpage table tennis tourney, Pat Courtney and Francis Loiacono teamed up in the "B" division and beat all opponents including Sam Knight and Dick Kennard in the finals to gain top residence in doubles action. In "B" singles play Jerry Pless defeated Sam Gates, 22-20, 21-19, 10-21 for the crown. In doubles "A" tourney, Clint Watson and Ron Visconi beat out Mark Fortune and John Lee for top honors. In the "A" singles play, Clint Watson soloed to win his paddle title over Chet Lee.

And in the Calverton table tennis bouts, Ed Clark beat out 12 entries in the Plant 6 singles tourney and then teamed up with Lenny Trifaro for the doubles championship. In Plant 7, Rocky Costantino tried harder but he still had to settle for second. He lost to Marv Thorne in the single finals and while teamed with Frank Gatz, lost to Thorne and Tom Kantorcik in sudden-death overtime.

On the Plant 36 tables, the Bill Dunstane-Dave Hutchison team defeated Mario Capria and Tom Schindler for the doubles title. In singles play, Frank Leach knocked off Hutchison for the singles crown.

Several weeks ago, Plant 27 held a quoits tourney. Gus Lopes and Buddy Baumann came from out of the loser's bracket to knock the undefeated Angelo Stefantos-Joe O'Connor team into a playoff . . . and the underdogs became the doubles champs for '74.

The handicap pocket billiards league finished their season in April. Tuesday night winners were first place - Rein Rand; second place - Gene Lowe; most improved - Rudy Polacek. Wednesday night winers: first place - Jack Jenkins; second place - George Massey; most improved - Charles Thomas. The final of the GAA tourney (in what is to believed the longest game on record) resulted in Gene Lowe beating Jack Jenkins.

GRUMMAN AEROSPACE CORPORATION
BETHPAGE, NEW YORK 11714

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BETHPAGE, NEW YORK

NOTE: For change of address or cancellation please (1) cut out this label; (2) cross out old address; (3) write in correct address with Zip code; (4) return to Distribution Services, Dept. 320, Plant 1. By using this procedure, you will expedite any changes or cancellations.

Expand $3 certificate market

Under the Project Sterling Award System, employees receiving awards for their ideas ranging from $3 to $35 are paid in three-dollar award certificates; greater awards are paid in U.S. Savings Bonds.

In the February issue of Plane News, several new locations for holders of award certificates to use their $3 "bills" were listed. One more local merchant has been recruited by Gus D'Errico, head of Employee Services, to accept these Project Sterling Certificates.

Located in the Plainview Shopping Center, Don DeFabio's management has agreed to accept the certificates in payment for their men's and women's apparel, china, crystal, and gifts. A discount card available at all ESO offices entitles Grumman employees to a 20 percent discount at De Fabio's, too.

Employees may also use their award certificates for the following items:

- All recreation and sporting event tickets on sale at the ESO offices
- All Gruman canoes on sale in Plant 2
- U.S. General Supply Corporation accepts the certificates for mail order sales and in-person for the purchase of tools, hardware and other items.
- Mr. Jay Discount House will also redeem the awards on small or large appliances.

For more information contact the Motivational Program Office Ext. 87311 or the ESO office, Ext. 3391.